



## I-70 FRONTAGE ROAD AND TWIN TUNNELS PROJECTS GREENWAY COORDINATION MINUTES - FINAL

November 22, 2011  
10:00 AM to 12:00 PM  
CDOT Region 1 Offices  
Trail Ridge Conference Room  
425 C Corporate Circle  
Golden, CO 80401

### Introductions

Ben Acimovic, CDOT

David Singer, CDOT

Janet Gerak, CDOT

Jim Bemelen, CDOT

Melinda Urban, FHWA

Kevin Wright, FHWA

Randy Jensen, FHWA

Stephanie Gibson, FHWA

Pat Noyes, Pat Noyes and Assoc.

Gina McAfee, Jacobs

Allan Brown, Atkins

Kevin Shanks, THK

Jason Longsdorf, Parsons Brinckerhoff

Craig Friesen, Baker

Hugh Osborne, National Park Service

Dave and Sharon Reid, property owner

Mary Jane Loevlie, resident

Linda Browning, property owner

Tim Mauck, CC County Commissioner

Larry and Gail Lancaster, residents

Bill Coffin, resident

Pete Helseth, CC County greenway manger

Marjorie Bell, property owner

John Rice, land/business owner

Bert Weaver, CC County

### Twin Tunnels EA and Frontage Road Project Overview

- Project background and schedule – Ben and Pat
  - EA for Twin Tunnels project expected Sept 2012
  - Tunnel project to be constructed with CMGC contract
  - CE for Frontage Road project Spring 2012
  - Frontage Road Phase I is expected to be a design-bid-build, out to ad in Spring 2012
  - CSS guidance is being for this issue task force work

### Local Plan Review

- Clear Creek County Greenway Plan – Pete, Kevin and Bert
  - 1991 Inter-County Non-Motorized Corridor Master plan laid groundwork
  - 2007 Greenway plan by THK
  - Alignment through the corridor in this plan was conceptual due to land ownership questions.
  - Greenway plan grew out of County's comp plan
  - Greenway trail is used as a spine to provide a transportation option and to formalize and hold together other access points to open space, creek, recreation and natural resource protection opportunities.
- Idaho Springs Comprehensive Plan - Mary Jane
  - City has never adopted the County plan
  - Bill Macy participated in CCC plan



- Idaho Springs plan does not talk about Greenway - but rather focuses on commercial and residential development from MM 241 to 243
- Agreement about the trail alignment and design elements are being clarified through the Greenway Issues Task Force meetings

#### Issue Identification and Approach

- The current alignment is a suggestion but is not yet fixed
  - Recent cost estimate from Dave Ruble, CDOT to design, purchase and install equipment is almost \$1.3 million; the Mayor doesn't know how they can finance that effort at this time, so this is on hold for now.
- City wants to install water, power, and sewer infrastructure with the frontage road construction
- Mary Jane will help set up a conversation to present the proposed Greenway information to the City Planning Commission
- The project team should confirm the ROW. We need to know where the Greenway alignment is on or off public ROW? (distributed maps)
- Are there impacts/overlaps with the 200 foot high power line utility easement? The easement says you cannot build any structure within that easement.
  - Dave Ruble, CDOT will be asked to review the easement
- Property and recreation access (formal and informal)
- Historic power plant foundation near gravel road section may be impacted – 106?
- Handout articulates 3 other issues that need to be addressed with gravel roadway area expansion
- Tim Mauck said the county had confirmed that the FIR plan proposal for the Frontage Road is the recommended alignment and he requested a meeting with City, County CDOT and Dave Reid to confirm the alignments and will respond with a memo to CDOT after the PLT meeting on Dec 15<sup>th</sup>, 2011. This memo will confirm final alignments and work for each phase.
- Linda asked for a memo from Jim (prior to the EA) to confirm that the Lancaster bridge will be preserved in place (or returned if it needed to be moved during construction) throughout all the construction projects and detour. Pete said that if the bridge needed to be moved at all, it will be reset in a location to maintain its functionality, visibility, and character. Bert also wanted to have continuity during construction as part of the trail.
- Stakeholder groups will have an opportunity to meet with the CMGC team in March.
- Mary Jane asked for clarification of whether CR314 is ultimately intended to be a county road or a frontage road. Since there are not significant differences between the county and frontage road between the standards, this process will ideally help us determine the details of what we need.
- Tim clarified that the FIR plans include an 8-foot bike trail, and county plans prefer 10 feet. Ben said we should revisit this once we have a final survey.
- Bert asked if the storm drainage details could be designed so as not to negatively impact the bike trail with undercutting drainage or overflow sheeting/freezing.
- We also need an IGA to confirm the maintenance agreements
- Options to address issues
  1. In the frontage road FIR plans, CDOT will identify needs and opportunities for horizontal infrastructure, design for necessary access point adjustments, and confirm ROW needs for the Greenway alignment.



2. Mary Jane Loevlie will schedule the Greenway plan for review at the Planning Commission.
3. CDOT will develop a map to clarify the property ownership around the Twin Tunnels area which will be posted on the Frontage Road website.
4. CDOT will clarify any restrictions related to the high power line easement.
5. Tim Mauck confirmed that having the trail on the creek side of the Frontage Road in Phase I is the County preference.
6. Tim Mauck will arrange a meeting after the FIR meeting between Dave Reid, Marjorie Bell, the Kaiser family, Clear Creek, Idaho Springs, and CDOT to confirm how to address issues about historic and ROW impacts around the gravel road, as well as other issues related to the Phase II alignment.
7. Prior to the documentation in the Twin Tunnels EA, CDOT will provide a written commitment about their intent to preserve the functionality, visibility, and character of the Lancaster Bridge.
8. At the FIR meeting, we need to clarify if we want to reduce shoulders to increase an 8 foot bike trail to get 10 feet of trail.

#### Next Steps

- We should have resolution on these issues by the end of January and will reconvene at one more meeting to confirm with this group.